

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT



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COUNTRY	Poland	REPORT NO.	[REDACTED]
SUBJECT	Ship Construction at Gdansk Shipyard	DATE DISTR.	16 December 1953
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		REQUIREMENT NO.	[REDACTED] 25X1
		REFERENCES	

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. The Gdansk Shipyard builds merchant vessels, tugboats, and trawlers for the benefit of the Poles and the Soviets. All vessels are built according to the regulations of the Soviet classifying association. In addition, all designs of vessels are examined by the Soviet naval authorities in Gdansk (Danzig), whose desires concerning strengthening and changes are observed. Because of shortages of materials, as well as shortages of propelling machines for vessels, completed hulls have stood and waited for fitting, in some cases, up to two years.

2. The construction program from 1 January 1951 to September 1953 was as follows (the shipyard's designations for the various types of vessels are used below):

a. Constructed for Poland:

25X1 (1) [REDACTED] Six merchant vessels of 2,900 gross tons of a type called the LENWANT class, equipped with Italian diesel motors. Of these, the NOWA HUTA and the MIKOŁAJ KOPERNIK are in service, the GDYNIA and SZCZECIN¹ are being completed at Helsingor, and the GDANSK and the WARSZAWA II are still at the shipyard in Gdansk².

25X1 (2) [REDACTED] Six merchant vessels of 490 gross tons. Of these, the SAN, NYSA, ODRA, PILICA, and DUNAJEC are in service.

25X1 (3) [REDACTED] Six tugboats for the naval fleet in sizes ranging from 150 to 250 DWT and equipped with 450 hp. engines.

25X1 (4) [REDACTED] Five trawlers of about 750 gross tons, with an engine of about 800hp., reinforced for transport of heavy materials. There is a great deal of space on board, which is not used when the vessels are engaged in fishing. There is an electric elevator going from the holds to the main deck, and the vessels are equipped with modern navigational equipment. Of these, the RADUNIA, REGA, URAN, and URANIA are in service.

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- 2 -

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b. Constructed for the USSR:

25X1 (1) [] A series of merchant vessels especially constructed for transport of coal and ore of 2,620 gross tons.³

25X1 (2) [] Continued construction of a series of merchant vessels of 1,946 gross tons. Of this series, the KURGAN, MAKEYEVKA, SOLIKAMSK, NOVOSHAKTINSK, and ZAPOROZHE have been put into service.⁴

25X1 (3) [] A series of merchant vessels of 3,858 gross tons. Of these the DONBASS, KUZBASS, and KARKUTA have been delivered.

25X1 (4) The following merchant vessels have also been delivered: MOGILEV and VORKUTA, both of 2,490 gross tons; BEK-TASH, MELITOPOL and MINGACHAUR, all of 674 gross tons.

25X1 (5) [] Twenty trawlers of about 750 gross tons of the same design as the Polish trawlers in the same series. Of these, 15 have been delivered, including the YAKUTSK, MINCH and ORION.⁵

25X1 [] Comments:

25X1 1. [] Poland sent two crews to Denmark to take over the GDYNIA and SZCZECIN, but when they arrived they were informed that the Soviets had already taken charge of the vessels. [] the GDYNIA was sent to Riga in July 1953 after its completion in Denmark and was ceded to the USSR.

25X1 2. [] the GDANSK was in the Paris Commune Shipyard in Gdynia and was due for cession to the USSR.

25X1 3. [] 18 vessels of this type had been constructed as of September 1953. All of them were consigned to the USSR.

25X1 4. [] five were completed; the name of the last one was CZEREMCHOWO.

25X1 5. [] 20 were constructed but 14 of these were sent to the USSR.

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